



"The tillers of the soil are no longer hewing wood and drawing water. They are now hewing holes in the atmosphere and drawing gasoline."—George Ade.

Here are dusters with style; caps with an air; gloves that are practical.

Suits for the man at the wheel and the man in the box, and your money back if anything "busts."

To-day a special showing in Norfolk suits at \$12.50 to \$18.

Nothing better in style.

We Clean, Press and Repair Clothing

**F. H. Rogers & Co.**

174 North Main Street, Barre, Vermont



## Vactaion and Outing SHOES

You will need a new pair of shoes before you start your vacation, and for style and comfort, as well as wear, we know of no better ones than the WALK-OVERS.

Once you wear them, you will always wear them.

Or if it's White Shoes, Tennis Shoes, or Sandals, we have them.

Let us show you.

**Rogers' Walk-Over Shoe Store**

## FIZ-Z-Z

Our Seidlitz Powders are Fresh and full of Fizz. You have had the other kinds, "dead ones" that didn't work, and you didn't like them. Ours will not disappoint you, and they cost no more than the other kind. Try them.

**D. F. DAVIS, "The Druggist"**  
262 No. Main St., Barre



Do you know what it is to walk out of a shoe store in new shoes that feel exactly as easy and comfortable as the old ones you have discarded? If you wear "Queen Quality," you know just this feeling.

"Boston Favorite," \$2.50 to \$3.50.  
"Queen Quality," \$3.00 to \$4.50.  
Pumps, Oxfords, and Boots.

**PEOPLES SHOE STORE**  
C. S. Andrews, Prop.  
Barre, Vermont

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### BARRE DAILY TIMES

Published Every Week-day Afternoon

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One year.....\$5.00  
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Entered at the postoffice at Barre as second-class matter.

FRANK E. LANGLEY, Publisher

The daily average circulation of the Daily Times for the last week was

**6,200**

This circulation is not exceeded by any paper in the state outside of Burlington.

WEDNESDAY, JULY 9, 1913.

Pres. Mellen has fought a hard fight.

We guess the Grand Trunk is glad it hasn't so many branches in New England.

By the way, how much did you burn yesterday to help John D. celebrate his 74th birthday?

Having lost his editor, Bryan is to turn his weekly Commoner into a monthly Uncommoner.

Now that Pres. Wilson is in New England he hates to leave. It is a charm that New England has for everyone at this time of the year.

It is odd enough that a man named Hornblower is being sued by a New York hand for failing to "raise the wind" for the band's services at a rally last November.

American suffragettes are decidedly silent regarding the actions of their English sisters. It cannot be that silence gives approval to their methods across the water.

Although not included in the "best sellers," the Bible continues to be the best giver, as indicated by the circulation of 14,000,000 volumes by missionary societies.

May the Pittsburg ripple not expand into overmastering waves throughout the country? And one of the best ways to prevent the spreading of the ripples is to refuse to get panicky.

The withdrawal of the Erie railroad from the association of fifty-one eastern lines now in conference with their trainmen and conductors makes it an even thing—fifty flat. However, it looks like inviting Jove's thunderbolt.

Golf must be considered an alluring sport when a person will travel thirty miles for the privilege of playing on a good course, as President Wilson is doing during his stay at Cornish, Hanover being the place of visitation. Indeed, we are compelled to say that Wilson is a long driver.

A character whom Burlington does not want has been allowed her freedom on probation provided she leaves the state of Vermont, which makes it necessary that the 245 other towns of Vermont see that the woman does not tarry in their midst. That is one of the bad features of dumping one's undesirables on someone else instead of assuming rightful responsibility for their care and restraint.

The demand for farm help in many parts of Vermont shows that there is no need for any able-bodied man to be idle, provided he has the inclination to work. If this shortage of help keeps up, Vermont will be in the same position as Kansas annually is when the crops are ripening. In that case Vermont might make a draft on some of the large universities of New England in order to secure the necessary laborers. The work would be a good thing for the college youths and, besides, would give them a little pin-money.

**MELLEN'S RETREAT FROM NEW ENGLAND.**

The resignation of Charles S. Mellen yesterday as president of the Boston & Maine and of the Maine Central railroads is strangely coincident with the announcement of the interstate commerce commission's report of its findings regarding the railroad situation in New England, or, rather, the resignation

strangely antedated that announcement by about twelve hours. Whether there was an inkling of what that report was to be is not certain, but the contents of the report seem to be sufficiently severe in denunciation to warrant President Mellen's severance of relation as president of the two subsidiary lines while still retaining the headship of the New York, New Haven & Hartford railroad. And, severe as the denunciation is, it is bound to have an important bearing on any action which the federal government may take, although the commission has issued no order relating to the findings. Virtually, the commission charges that if the merger between the Boston & Maine and the New Haven railroads is allowed to stand it will give the latter line well-nigh monopoly of New England. As prepared by Commissioner Prouty, the report of the findings handles the conditions as candidly as they appeared to the commission and is a report which is straight to the facts as determined by careful analysis of the situation. It may be inferred, therefore, that the resignation of Mr. Mellen as head of the two chief subsidiaries of the New Haven system in New England, whether forced by anticipation of what the report of the commission was to be, can be regarded only as a mere incident to some important developments in the New England railroad situation.

### RAILROAD "MONOPOLY" CONDEMNED

(Continued from first page.)

or approximately 25 columns in the average newspaper.

**New Haven and B. & M. Finances.**

In an exhaustive discussion of the financial affairs of the New Haven and the Boston & Maine, Commissioner Prouty indicates clearly that the investigation was "not into the solvency or insolvency of the New Haven company," but rather into the character of its financial operations. It is shown by the report that in 1913, the total capitalization of the New Haven was \$63,000,000, and its operating mileage, 2,040 miles. In 1912, its capitalization was \$417,000,000, an increase of \$354,000,000; while its operating mileage was increased only 50 miles. In this period of nine years, the New Haven company acquired actual ownership of about 800 miles of road, which it previously had operated, expending approximately \$40,000,000 in obtaining the additional mileage. It expended during the nine years \$86,000,000 for betterments and equipment, making a total of \$126,000,000 devoted to its railroad property.

"This would leave," the report points out, "the sum of \$204,000,000 which in nine years had been expended in operations outside its railroad sphere." To the methods of investigating that sum, the report devotes elaborate attention. Various transactions are taken up, one by one, and analyzed.

**High Finance.**

In its acquisition of the Rhode Island trolley lines, the methods pursued, Commissioner Prouty suggests, "afford an instructive object lesson in the realm of what is sometimes termed 'high finance'." After passing through the hands of two or three corporations, the trolley lines were acquired by the New Haven at "inflated" prices.

"Representatives of the New Haven company," the report says, "insisted that this company had not watered the stock of the Rhode Island company, and this, strictly speaking, is true. The improvement company turned in the water and the New Haven company turned that water into wine. In whatever aspect the transaction is viewed, the New Haven gave \$13,000,000 for nothing." It was shown that the trolleys cost the New Haven to date about \$24,000,000, and have been valued at something more than one-quarter of that amount.

"We are not concerned," says the report, "with the amount lost, but rather with the character of the transaction. The inevitable query is: What was the motive behind this transaction and who made the profit? That question, in the very nature of such transactions, never can be satisfactorily answered."

The New York, Westchester & Boston railway, the evidence disclosed, a four-track electric road extending from White Plains, N. Y., to a terminus at Harlem river, a distance of 20 miles, was built and is owned by the New Haven. When it was opened for business in 1912 it had cost the New Haven about \$34,000,000, \$12,000,000 in excess of the value of the property on the New Haven's own showing.

"Again the question arises," suggests Commissioner Prouty, "What has become of this \$12,000,000? So far as the records go, this money has vanished into thin air." The property is expected in time to earn its fixed charges and perhaps be profitable. The report points out that

"all this in no respect alters the quality of the transactions. In any aspect of the matter, the patrons of these lines are required to pay upon an investment which never has been made, and thereby subjected to a perpetual unjust exaction."

**Taking Over Trolleys.**

The acquisition by the New Haven of trolley lines in Massachusetts is reviewed at length. Particular reference is made to the operations of J. L. Billard in connection with the purchase by the New Haven of Boston & Maine stock. The conclusion of the report is that the New Haven company gave away to Billard and his associates about \$3,000,000 of the property of the New Haven.

"These transactions," says the report, "are probably extreme, but by no means solitary. The other outside ventures of the New Haven company have been almost uniformly prosecuted at a loss. This is true of its trolley acquisitions in Connecticut and Massachusetts, as well as in Rhode Island and New York; it is true of its purchase of railroad stocks and steamship lines. Mr. Mellen entered into an elaborate defense of his management of this property, and he was able to point to but a single instance which, up to the present time, the venture had been profitable. He had purchased the Central railroad of New England, and the profit upon that transaction had been a handsome one."

**Mellen's Transactions.**

The transactions of President Mellen in giving his personal notes to his own company, the stock are discussed at length by Commissioner Prouty.

"His statement was that the amount had been used in campaign expenditures during the summer and fall of 1904, that this had been done by direction of his directors, and that they had subsequently ratified his act. These campaign contributions call for no comment from us. The act of the New Haven was not peculiar to that company at that time. What may be open to criticism is the lax way in which this matter was handled between an officer of this company and its directors. The special account shows a payment to Mr. Mellen of \$50,000 in cash, which he passed over to the Republican national campaign committee. It shows a second payment to Mr. Buckland, now the vice-president of the company, of \$8,500, which was turned over to the Republican state committee of Rhode Island."

The investigation disclosed that such stock transactions extended over a considerable period and from time to time Mellen was given various large sums for various purposes unstated on the books of the company. He explained that the amounts he received were for campaign contributions and for other expenses, including one item of \$33,900 spent in connection with certain leases of dock property in New York City. Commissioner Prouty says the commission doubts the propriety of this laxity in the keeping of accounts between Mr. Mellen and his company. "If," says the report, "the president of this corporation expends money in connection with the purchase of a lease, he should take a voucher for the same. If the expenditure is not such that a voucher can

### A Guide Post By the Way

"The richest per capita nation on earth is France. France isn't the greatest producing nation, but its wealth is entirely due to its SAVINGS. The greatest nation of individual efficiency is France, and its efficiency is entirely due to its SAVINGS. The people render themselves free from the immediate bread and butter problem and are free to individually protect their efficiency. Their great recuperative powers after the defeat of many wars have been due to their SAVINGS. Under defeat they have been faster to recover than the nation that defeated them, due entirely to THE SAVINGS OF THE PEOPLE."

What is true of France may be true of the United States if the people of this country will practice the thrift and industry of the French people. There is no surer way of accumulating a fund against the time of need than to open a savings account with the GRANITE SAVINGS BANK AND TRUST COMPANY at four per cent. interest. It will pay you to make your deposit at once, because money deposited not later than SATURDAY, JULY 12, will draw interest from July 1.

**Granite Savings Bank and Trust Company**  
Barre, Vermont

## Sale Summer Garments

With your help we will make JULY A BUSY MONTH. It will pay you, when you can buy your summer garments at less price right in the summer season.

### Specials in Every Department

**Big Sale Ladies' Wash Skirts,** made of Indian Head, Poplin, Cotton Corduroy, at 75c, 98c, \$1.25, \$1.50 up  
Ladies' \$5.98 Wool Dresses for...\$3.98  
Ladies' Wool Skirts...\$2.98, \$3.50 up  
Ladies' White Dresses \$3.75, \$4.98, \$5.98  
Princes Slips at.....\$1.00, \$1.25, \$1.50  
Wash Petticoats at.....49c, 69c  
Blouse and Balkan Waist.....98c  
Wash Silk Waist at.....\$1.25  
Habit Silk Waist.....\$2.75, \$2.98  
25c Stripe Poplin, per yard.....15c  
25c Foulards, per yard.....19c  
39c Wash Silks, per yard.....25c  
12½c Dimities, per yard.....10c  
18c Ripplettes, per yard.....12½c  
Gingham House Dresses.....75c  
House Dresses up to \$1.69 for...\$1.00

\$1.75 Street Dress for.....\$1.25  
\$2.50 Ladies' Street Dress for...\$1.98  
\$4.98 Ladies' Street Dress for...\$3.98  
\$2.00 Long Kimonos for.....\$1.50  
\$2.00 White Dresses, 8 to 14 years, \$1.50  
\$2.25 White Dresses, 8 to 14 years, \$1.75  
\$2.50 White Dresses, 8 to 14 years, \$1.98  
\$2.98 White Dresses, 8 to 14 years, \$2.25  
50c Short Kimonos for.....25c  
75c Children's Colored Dresses.....55c  
Children's White Dresses...25c, 50c up  
\$1.00 Long Silk Gloves.....75c  
75c Long Silk Gloves.....50c  
39c Ladies' Silk Hose.....25c  
25c and 50c Neckwear.....18c and 25c  
25c Wide Ribbon for.....19c  
Sale Shopping Bags at.....49c, 98c up  
See the Black Moreen Petticoat, special, each.....49c

### Big Sale Summer Waists \$1.50 Muslin Waists for 89c and 98c each

## The Vaughan Store

### TALK OF THE TOWN

Sale ladies' dresses at Vaughan's. Retail clerks: Regular meeting of local 241, R. C. L. P. A., will be held in K. P. hall Wednesday evening, July 9, at 7:30 o'clock. Installation of officers and other business will be transacted; so every member should be present. K. J. Maggiani, sec.

### In a Short "Ad."

we cannot put all the reasons why men should buy life insurance. We invite all men who are producing incomes by their own initiatives to let us submit our proposition. National Life Ins. Co. of Vt. (Mutual.) S. S. Ballard, general agent, Lawrence building, Montpelier, Vt.

## Furnishings for Your Sleeping Room!

Princes Dressers with Chiffoniers to match, in Circassian Walnut, Mahogany, Oak, etc., from \$6.00 to \$40.00 each.

Iron and Brass Beds from \$4.50 to \$48.00 each.

An Ideal Spring and Thermos Silk Floss Mattress makes that "tired feeling" vanish.

LET US SHOW YOU

**A. W. BADGER & COMPANY**  
Furnishing Undertakers and Embalmers  
THE BEST OF AMBULANCE SERVICE

## THE BIG SALE

Starts  
**Saturday, at 9.30**

Do Not Fail to Read Our Advertisement in To-morrow's Times.

**THE McCUEN STORE**  
Montpelier, Vermont